Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 403 **Const Calendar Day:** 976 **Date:** 11-May-2012 **Friday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary:

Dispute ☐

General Comments

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE):
WEST DEVIATION SADDLES HOUSING COVER PLATES:

ABF ironworker crew consisting of Jim Benninghove, Ryan Evanchik, Tony Miranda, Mike Portillo, Mike Draper, Ryan Nash, and Jonathan Canites are working at the W2 area. Note that Anthony (AJ) Smaller previously with this ironworker crew is now working with a different ironworker crew at the south mainspan cable compaction. Also assisting work in this area part time is operator Vernon Hubbard with the 888 crane on top of W2 at the W-Line, but he is mostly working on cable band erection at the north sidespan. Most of the ironworker crew works an 8 hour shift, but Jim Benninghove, and Jonathan Canites work a 10 hour shift assisting the Favco crane at the tower. Ironworker Tony Miranda works a 5 hour day, leaving at noon.

Other than some work related to yesterday's test fit erection of the north west deviation saddle and the future test fit erection of the south west deviation saddle, most of today's work at W2 is on various CCO's as described below. Starting mid-morning, Jim Benninghove works on loading and unloading barges with the Favco crane at the tower. Johnathan Canites joins him at the end of the day. The majority of this unloading work is cable bands unloaded from barges and moved to the OBG deck.

Included in the item work at the W2 saddles, ABF reams holes in the housing cover plates for the south west deviation saddle to be test fit in the future. The holes for the M16 SS bolts into saddle drill and tap holes are through holes in the housing cover plates that are standard oversized 20mm diameter that ABF are reaming to larger oversized 24mm diameter holes with a 15/16" bit. See yesterday's diary for details of the reaming issue. This reaming is by ironworker Ryan Evanchik for a few hours in the morning. The reaming is with an air tool (reaming bit in an impact gun) run off the main air line ABF has running down the bridge. Note that these housing plate to saddle bolt connections are not high strength bolt connections - stainless steel cap screws are used at a sealing spacing requirement with a sealing strip of neoprene between the saddle and the plates (what would be the faying surface in a high strength bolt connection).

Also included in the item work at the W2 saddles, ABF cleans the drill and tap holes in the south west deviation saddle where the housing cover plates will be attached. The chasing of the drill and tap holes with a hand tap is by ironworker Mike Portillo. He works on this operation all morning.

ITEM 67 ERECT PWS CABLE SYSTEM

In the area of W2, laborers are also present for a few hours in the morning adding 2x4 and plywood protection over the completed PWS cable between the north west deviation saddle and the jacking saddle. This is in the area of the future falsework for the W-Line Hinge K.

CCO 185 WEST DEVIATION SADDLES HOUSING COVER PLATES:

After yesterday's test fit erection of the north west deviation saddle, with the plates in place with the shop drilled holes as a template, ABF is drilling and tapping the holes in the saddle base plate along the top edge of the housing cover plates. Note that work is slow with the difficult access on top of the sloped housing cover plates. Working all day (8 hours) on drilling holes is ironworker Mike Draper, starting at the bottom end of the saddle. Drilling is with a Hougen HMD904 mag drill. By noon, the progress is approximately half of the first of three saddle segments at the north west deviation saddle. Late in the morning, ABF gets a second drill and ironworker Ryan Evanchik starts at the top of the saddle. Tony Miranda is also assisting before he leaves at noon. Jim Benninghove is present on this work in the morning. ABF did not have a second dill with the necessary size drill bit earlier and gets the additional material to speed the drilling progress. By the end of the day, the drilling progress is completion of approximately the first of the three saddle segments. Also in the afternoon, ironworker Mike Portillo begins tapping the holes with a hand tap.

This work is included in CCO 185 (previously was in CCO 37S1 but moved) and is per the response to ABF-RFI-002264R00. This CCO does not yet have an agreed lump sum, so an Extra Work Order is signed with ABF is for the following:
Ironworker Foreman Jim Benninghove - 5 hours
Ironworker Ryan Evanchik - 4 hours
Ironworker Tony Miranda - 1 hour
Ironworker Mike Portillo - 3 hours
Ironworker Mike Draper - 8 hours
Mag Drill - 8 hours
Mag Drill - 2 hours
M16 taps - 8 hours

See the attached Extra Work Order - Signed with ABF for CCO 185 work

CCO 240 SADDLE DIVIDER PLATE BLOCKING; TOWER SADDLE:

Laborers Jose Avila and Victor Hernandez are working at the tower saddle to epoxy the CCO 240 Saddle Divider Plate Blocking, including OT on a 10 hour shift. Note that there was some previous work yesterday and the day before at this location by these laborers and also by ironworkers during the blocking installation earlier in the week. The work is to place an epoxy bead on 3 edges, both sides (both divider plates adjacent to the blocking), of each timber block installed between the divider plates in the saddle. The epoxy being used is a gel epoxy that works for overhead application without running, so that it does not run down beyond the application limits onto the strand.

During an afternoon inspection at approximately 1330, I point out to the laborers some areas that needed some touchup with more glue. At this point, the laborers were almost done with the south cable/trough and had some work done on the north cable/trough (some of the blocking in the middle third of the saddle). At the south cable/trough, I point out some portions of timbers that were missed in the epoxy application. I also request thicker beads of epoxy at the already placed epoxy at the end/last timbers of the south trough going into the sidespan. Similar end epoxy at the end/last timbers of the south trough going into the mainspan has not been placed and I request that it be a thicker epoxy bead than used elsewhere.

CCO 240 SADDLE DIVIDER PLATE BLOCKING; WEST DEVIATION & JACKING SADDLES:

Ironworkers Ryan Nash and Jonathan Canites work today to complete the epoxy for the west loop (WDS's and WJS) CCO 240 Saddle Divider Plate Blocking. After yesterday's epoxy work, only a portion of the south west deviation saddle remained for epoxy. The work is to place an epoxy bead on 3 edges, top and bottom, of each timber or steel block installed between the divider plates in the saddles. The epoxy being used is a gel epoxy that works for overhead application without running.

In the afternoon, after ABF ironworkers and laborers have completed all the epoxy for the west loop (WDS's and WJS) CCO 240 Saddle Divider Plate Blocking, ABF engineer Levi Gatsos and I inspect and touchup any deficient epoxy at the west loop (WDS's and WJS) CCO 240 Saddle Divider Plate Blocking. We do the touchup work ourselves as we identify the deficiencies. This inspection and touchup work is from 1430 to 1600 - all the epoxy at the west loop (WDS's and WJS) CCO 240 Saddle Divider Plate Blocking is complete.

CCO 240 AGREED EXTRA WORK ORDER WITH ABF (TOWER SADDLE AND WEST DEVIATION & JACKING SADDLES):

The signed Extra Work Order with ABF is for the following:
Laborer Foreman Jose Avila - 4 hours Reg, 2 hours OT
Laborer Victor Hernandez - 4 hours Reg, 2 hours OT
Ironworker Ryan Nash - 8 hours
Ironworker Jonathan Canites - 8 hours

See the attached Extra Work Order - Signed with ABF for CCO 240 work

ITEM 55 FURNISH STRUCTURAL STEEL (BRIDGE)(BOX GIRDER);
HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

At Pier 7 Warehouse, test rotational capacity, minimum tension verification, and inspection torque for high strength fastener assemblies. These fastener assemblies are for OBG field bolting. These fastener assemblies are left over LJB fastener assemblies from ZPMC's work. ZPMC recently shipped all the left over fastener assemblies to ABF, and ABF has been sorting through the containers to determine which material is in a suitable condition to use and could be useful for upcoming OBG bolting work. These are bolt assemblies that have been previously tested and released by CT Translab for use on the job and are just being used in a different location (bolt in field instead of in shop). We examine the bolt assemblies that are still in the original containers from LeJeune Bolt Company to ensure that they are still in good shape (bolt kegs not leaking and lubricant affected) and are properly labeled. Because these bolt assemblies have not been tested on site for rotational capacity, minimum tension verification, and inspection torque, this testing is happening. Material is sampled with witness by Caltrans and testing happens on the material to qualify it for use for field bolting.

Equipment = Bolt Testing Conex ABF ID 002079 and Skidmore Model HT 4000 ABF ID 000612.
ABF: engineer Chris Bausone is present part time.
Smith Emory QC: Alan Canivel is present full time.
CT: Lalit Mathur is present full time and Bob Brignano is present part time.
Testing is in the morning, approximately from 1030 to 1200 for 1.5 hours.

Testing consists of 5 representative samples each from 2 lots of M24 and 3 lots of M27 ASTM A325M high strength fastener assemblies. All testing is successfully completed.

ABF is trying to complete testing of all of the rocap lots of high strength fastener assemblies sent by ZPMC by the end of today because the calibration on the Skidmore Model HT 4000 ABF ID 000612 expires after tomorrow (Saturday 2/12/2012). Then the Skidmore Skidmore Model HT 4000 ABF ID 000612 will be offsite for a few weeks getting its yearly calibration check. At the end of this morning's

testing work, testing has been completed on all the material that ABF has sorted through and determined is worth testing for possible future use for field bolting. After testing is completed in the morning, ABF engineer Chris Bausone begins taking apart the Skidmore Model HT 4000 ABF ID 000612 so that it can be packaged for testing and calibration by Skidmore.

See the attached Bolt Test Form for details of the testing.

INSPECTOR OT REMARK:

2 hours OT: Approximately 1 hour in the field and 1 hour in the office. With ABF Engineer Levi Gatsos in the field, we inspect and touchup any deficient epoxy at the west loop (WDS's and WJS) CCO 240 Saddle Divider Plate Blocking. The ironworkers working on saddle/cable operations in this area only worked an 8 hour shift, but Levi and I stay later to complete work on all the epoxy at the west loop (WDS's and WJS) CCO 240 Saddle Divider Plate Blocking. The office work consists of various CCO 240 Saddle Divider Plate Blocking work.